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JOHN RUSSELL, JR., Mgr.
E. W. McCREADY. Editor.

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Semi-Weekly Telegraph

ST. JOHN N. B., DECEMBER 23, 1908.

THE DAILY TELEGRAPH
THE SEMI-WEEKLY TELEGRAPH
THE EVENING TIMES

New Brunswick's Independent newspapers.

These newspapers advocate:
British connection
Honesty in public life
Measures for the material progress and moral advancement of our great Dominion
No graft!
No deals!

"The Thistle, Shamrock, Rose entwine,
The Maple Leaf forever."

THE TELEGRAPH WISHES ITS READERS A HAPPY CHRISTMAS AND A PROSPEROUS NEW YEAR.

THE FUTURE OF THE INTERCOLONIAL

That there is soon to be put forward some plan for taking the Intercolonial out of politics, by placing it under an independent commission or leasing it to one of the big company roads, is strongly suggested by articles in such Liberal papers as the Toronto Globe and Montreal Herald. The Toronto journal proposes a one-man commission, citing the experience of Victoria, Australia, in support of this plan. The railways of Victoria, it points out, are owned by the state, and until five years ago were managed as a branch of government. The results were most unsatisfactory. Deficits were constant. It was at length determined to hand the management of the roads over to a commission. Thomas Tait, a Canadian, who received his training in the Canadian Pacific Railway service, was secured by the Victorian authorities as chief commissioner. The result has been that business methods have been applied to railways, deficits have disappeared, and the people of Victoria would not think of returning to the old, uneconomic way. Such is the Globe's summary of the Victoria experiment. In Victoria the railways were taken out of politics and managed on the principles governing private business; the profits are applied to the improvement of ways and rolling stock, to the betterment of passenger and freight service, and finally to the remission of rates and charges of the more important sort. The people receive the return which would go to the shareholders in a private venture. There are no shareholders in the private sense in the Victorian railways. The capital expenditures are represented by bond issues at fixed rates. There can be no temptation, therefore, to increase private profits at the expense of the public service. There is a profit of 3.82 per cent.

Turning to the Intercolonial the Globe argues that political control and management have proved unsatisfactory under both parties. A change, the Globe asserts, must not be long postponed. "The country," it says, "would not hear of handing the government railways over to a private company. When that was proposed some years ago the unpopularity of the proposal was amply demonstrated. Public opinion has, in the meantime, grown even more resolute against such a change. The one resort that is left is the appointment of a commission or commissioner responsible to Parliament and to the country. On the whole, a sole commissionership, as advocated by the Globe for half a dozen years, would probably commend itself most strongly. The multiplication of permanent commissions is to be avoided. We already have a Railway Commission capable of adjudicating on questions that arise between the public and the government railways just as they adjudicate in the case of other railways. This should be a sufficient safeguard of special public interests as differentiated from the general public interest in a capable and businesslike management of the Intercolonial and its cognate roads. A sole commissioner responsible to Parliament and judged by the results he obtained would be the ideal system."

Whether the Globe is expressing the government view of the matter, or is merely advancing its own opinion is not clear, but in all probability it is convinced that purely political control of the Intercolonial is a thing of the past. The Montreal Herald hints at the leasing of the Intercolonial from Quebec to Moncton to the Canadian Northern. It suggests also that the I. C. R. rails from St. John to Halifax be made common to the C. P. R., the Grand Trunk Pacific and the Canadian Northern. The Herald argues that the trend of the day in Canadian railroading is toward transcontinental systems. The Grand Trunk had a rich territory but its owners felt that it must go across the continent or lose ground hopelessly in the race for traffic. The Herald contends that if the I. C. R. were placed in the hands of a commission the commission would demand its extension to the West. It says:

"The Intercolonial has access to two winter ports, it is true, but it has to talk business at Montreal with the Grand Trunk and the Canadian Pacific, one of which is, and the other of which shortly will be, reaching to the same ports, and both of which will reach to the sources of traffic on the lakes, in the West, and on the Pacific. Would it be reasonable to expect from commissioners of whom we demanded that the Intercolonial be made a success, anything short of a demand to extend the operations of their road in the same way? They would seem to be obliged to do so. And when they did they would have to come back to parliament and ask for the extension of the road first to the lakes and then indefinitely westward. It may be doubted if parliament could escape that request; it may still more be doubted whether there would be a willingness, in parliament or out of it, to accede to such a request, notwithstanding the apparent strength of Mr. Maclean's propaganda. There is a fairly strong sentiment with average men, stronger since the inauguration of the Railway Commission than maybe it was before, that the business of running railways should be left to railway men, and not included in the work of government."

Having thus rejected the commission plan the Herald introduces Mackenzie and Mann, in this way:

"This view of what an appointive body would be driven to, necessarily attracts attention to one solution of the problem that has almost the look of being ready made for the purpose. There is a third transcontinental system already at the doors of Quebec, already bridging the space between Lake Superior and the prairies, already covering the prairies to Edmonton and beyond, and heading for the Peace River and the Pacific. From Quebec to Moncton the Intercolonial would fit onto the Mackenzie-Mann system, or the Canadian Northern, so perfectly that the prospect of such a fusion cannot be excluded from the reckoning. It is easy to foresee a situation in which the Canadian Pacific from St. John, and the Grand Trunk Pacific and Canadian Northern, from Moncton, would be allowed the joint use of the St. John, Moncton, Halifax line under the operating direction of a joint manager, or a commission named by the government."

Much water will run under the bridge before any of these plans are carried out, if, as seems to be the case, they involve the disappearance of the government road as such by removing it—and its rates—from popular control. True, there is the Railway Commission, but mention of that powerful body will not so reassure the freight shippers that they will not compare present I. C. R. rates with present company road rates—particularly local rates—and ask what the change would mean for the Maritime Provinces. We need a line down the St. John valley. To hand the Intercolonial over to the Canadian Northern will not promote the valley line, and it might impose higher rates upon Maritime Province shippers. The Intercolonial might remain a public property and carry the Canadian Northern's freight from Quebec to St. John if a binding and profitable arrangement could be made. Of necessity the views of the Maritime Provinces must have weight at Ottawa when the future of the I. C. R. is under discussion. We pay our share of the cost of the canals and of the other government works throughout the Dominion. Before any very radical change is made in the Intercolonial the people of these provinces will desire to know exactly how it is going to affect them and whether or not it will deprive them of any rights or privileges which were guaranteed to them at Confederation.

LETTERS OF QUEEN VICTORIA

A Canadian newspaper man who thought it a somewhat formidable task to read "The Letters of Queen Victoria" soon found the reading a fascinating and instructive occupation. "The embers," he says, "had burned very low indeed, and the hour had grown so late that it had become early, before we reluctantly tore ourselves away from what had proved from the first lines to be among the most fascinating books between the covers of which we have ever lost ourselves."

The history of the publication of the "Letters," which The Telegraph is now supplying to purchasers, is an odd one. It begins with a quarrel which attracted world-wide attention. The publication of the first and very expensive edition of the "Letters of Queen Victoria" was the occasion of a controversy between the publisher, Murray, and the London Times, the newspaper insisting that the work should have been published at a price which would bring it within the reach of the British public generally. A law suit followed, and the Times had to pay heavy damages, but this, fortunately for the public, was not the end of the matter. His Majesty the King, apparently impressed by the arguments of the London daily, gave command that a cheap edition of the letters should be published. Incidentally the two great British institutions, the warfare of which had become almost a national concern, arranged a truce, and a somewhat astonished world sees the "Letters," the bone of contention in the law courts, now published a second time under the joint auspices of Murray and the Times, the publishing house producing the work in a neat, well-bound edition selling at six shillings for the three volumes, and the newspaper using the great book-selling organization it has built up to dispose of it. And this latter is being done very thoroughly, for it has not been forgotten that there are Britons abroad as well as at home who would like to read the "Letters," and in Canada an old Canadian journalist, Mr. H. A. Kennedy, has been entrusted by the Times with the task of distributing the books. Mr. Kennedy, as our readers know, recently introduced the "Letters" here and made The Telegraph one of the distributing agents. In a single week 40,000 copies of the work were sold in England. One of the reviewers tells why the volumes are so popular:

"Emperors, Kings, Czars and Royalties of every grade, walk and talk among us as human beings—and very human indeed they prove. They no longer pass before us on the official stage in robes and uniforms. The limelight is turned off; the glamor is gone; we are behind the scenes and see them as they are. It is a severe test. The Great Queen herself comes through it triumphant. She reveals herself, in these letters which were never meant to be read, first as a girl and then as a very woman, with impulses and prejudices which there is no attempt to hide—but endowed with robust common sense, untiring and systematic industry, absolute sincerity, and most refreshing frankness of speech, combined with a warm heart and unbounded sympathy—this is the woman we see not only in her private joys and griefs, but sitting, as it were, in the private heart of public affairs, looking out over all the world from her lonely watch-tower, following the intricate history of nations and dynastics with shrewd and outspoken comment, making history herself to an extent often undreamed of, and not only taking her Ministers' advice, but giving them advice and suggestions which derived great value from her level-headed judgment, and, as time went on, from her unprecedented experience of national affairs. A delightful human book, this, and alive from beginning to end—from the amusing incidents of the little Princess' childhood to the tragic cry of the newly widowed Queen. From this human point of view the book is one of the most absorbing interest. And the interest deepens as we realize that we, the members of the British Empire, are learning from this book, as we have never had an opportunity of learning before, the inner working of our Imperial system."

The work is selling rapidly in this city and province.

FUMIGATE THE SCHOOLS

Advantage should be taken of the Christmas vacation to fumigate thoroughly every school house in St. John, and the work should be done to the satisfaction of a committee of physicians or under their direction. A medical man of prominence informs The Telegraph that the schools not only have been "filled with diphtheria," as he expressed it, but that they have been spreading the disease widely and rapidly. His conviction is that where schools have been fumigated the process has not been of the careful, intelligent, and thorough character which alone can make it effective. He thinks adequate attention has not been paid to the sanitary arrangements when fumigation was going on.

Everyone knows there has been an unnecessarily extensive epidemic of diphtheria in the city, and that there will still be a very large number of cases unless the most effective precautions are taken, and maintained for weeks to come. Now that the children are at home and radical measures will not create undue alarm, the school trustees and the Board of Health should unite in such action as will give the children of the city all possible safeguards during the remainder of the winter. It would be well if physicians, whose work necessarily gives them specific knowledge of these matters, would communicate their facts and their opinions to the school board and the Board of Health. Practical suggestions based on observation of existing conditions would be well received by these bodies, one feels sure, and marked improvement would result from such intelligent co-operation.

"Tomorrow" is a favorite word in official circles in St. John. The use of that word usually means that someone is going to hesitate about doing his duty, or try to shift the responsibility to another pair of shoulders. The vacation is short. The need for prompt action in a matter of this sort is imperative. The trouble of holding spelling meetings should not weigh against the safety of the children. The work which The Telegraph's informant suggests should be done at once, and the schools should not be re-opened until competent judges have accepted full responsibility for their condition.

"WHY THE CONSERVATIVES FAILED"

In the December University Magazine Dr. Andrew Macphail, the editor, writes on "Why the Conservatives Failed." The autopsy is somewhat belated, but it is doubtless more thorough because the lapse of time permits a more precise analysis of some of the evidence than would have been easy when the smell of powder was still in the air. Dr. Macphail reports that the Conservative party suffered from several political ailments, any one of which, one infers, might have proved fatal, though he ascribes the result to the combination of frailties rather than to any one or two. The reviewer regards the Liberal party of today as by no means perfect, but, while he allows that to be seen, the general effect of his article is to disclose the hopeless weaknesses of the opposition during the last campaign, and to convince his readers that only a political miracle can produce such changes in the Conservative organization as will give it a winning grip upon the country when the people vote again. Political miracle working, it is tolerably evident, is not to be expected from Mr. Borden and his lieutenants if the public judges their future by their past.

Dr. Macphail finds his first reason for Conservative failure in the platform Mr. Borden promulgated in Halifax a year or so before the elections and in his subsequent attitude with respect to its principal plank, state ownership of telephones and telegraphs. Some supposed he meant to announce state ownership as a principle of the Conservative party and to stand or fall by it, but—

"The more cynically minded laid more stress upon the qualifications of the statement than upon the statement itself, and in the end the question became so involved that both simple and cynical arrived at one of two conclusions: that he meant nothing or did not know himself what he meant. He pleased neither Socialist nor Conservative. He confused those electors whose intelligence is not very acute, and who yet demand that they shall be told in plain terms what they are asked to vote for. It is a good practice in politics to have a meaning, or in default of that to say the same thing on each successive occasion when speech is required. At Halifax, Mr. Borden declared for public ownership: in parliament he proposed to put the National Railway under a commission, which is an example of different things.

"In face of his own demonstration that whatever a government does it does badly, it was assuming too great a degree of simplicity on the part of the electors to expect that they would entrust to any government which he might provide further opportunities for mismanagement. A man may be a Socialist or a Conservative. Few men are both at the same time, and it was to this small minority Mr. Borden appealed with his proclamation of state-ownership. That is the first reason why he failed; not being Conservative, and not being radical when he seemed to be so."

Mr. Borden issued a manifesto a few days before the election in which "he told the people what he was going to do, but he neglected to tell them how he was going to do it." He promised them a cabinet worthy of their highest ideals, but he did not name the ideal men he proposed to take into his government. He made indiscriminate charges against the departments, forgetting that against some departments there had been no accusation. Another cause of Conservative failure in the election Dr. Macphail finds in the "scandal session" at Ottawa last spring. Of this he says:

"The record in Canada shows that a man of strong personality can retain the government so long as he chooses, unless he commit some flagrant breach of public morality such as happened in 1872. The Conservatives endeavored to fasten a like charge upon their opponents, but the people did not believe that they were telling the truth. When a person cries, 'stop thief,' and the person who is addressed stops and demands that the charge be proven, the situation is embarrassing for him, and no great commotion is likely to ensue. If he does not prove the charge he is apt to be regarded as a traducer or a disturber of the peace. In these days the people are interested not in what a man says but in what he can prove. At any rate the Conservatives did not prove up to the limit of their assertions; certainly not in the way in which the Liberals proved it in 1873, and again in 1891, though it must be conceded that the government did not display any great alacrity to assist them, as Sir John Thompson did on the previous occasion. The country was offended by the aspersions which were cast upon it, and did not look with toleration upon the traducers of its public men. Canada occupies too important a place in the world to permit indulgence in the political methods of the mining camp. There is an obligation upon us to behave with the reserve which is proper for self-respecting people, and upon public men to remember the maxim, that whilst they are patriots they must not forget to be gentlemen."

Of the assertion made by some of the Conservatives after the elections, that the Liberals had bought success, he says pointedly: "An explanation which appears to find favor in the defeated party is that the country was bought. To accept that as a reason is either a mark of political stupidity or perhaps it would be more charitable to consider it merely a sign of temporary irritation. You cannot buy a million voters any more than you can buy rain or sunlight." The Conservatives failed, he says in another place, "because their campaign was too picayune. The issues they presented were too small." "The Conservatives," he says in conclusion, "will continue to fail until they become Conservative again." One way to "become Conservative again"—a way of which Dr. Macphail would not approve—would be to preach high protection, protection of the highest sort, such as is demanded by the extremists. Mr. Borden knows the country will not listen to that doctrine. The West alone would kill it. After a flirtation with public ownership, Mr. Borden has put it aside. He is left without an issue of hopeful size. He will remain a mere faultfinder.

RUSSIA, AND INDIA

Collier's Weekly tells why the popular revolution in Russia seems to be making little headway. Curiously enough the reasons it gives are applicable to India, though there the government is progressive and enlightened in a sense unknown in Russia. Says Collier's:

"The reaction is gaining in Russia. What is the cause? To no small degree the cause is centralization. When the French rebelled against Louis XVI., they were able to organize before the government could reach them. Today the central authorities in Russia control the railroad, the telegraph, the telephone. They keep in touch with the whole empire, and act at once. There are other causes. When Mahomet was at the gates of Constantinople, the Greeks were discussing the sex of angels, and certainly the Russians lose power by unnecessary division of opinion; but behind that, behind all other causes is the set of mighty weapons, for prompt and quelling action, which modern concentration puts into the hands of the controlling powers."

The British in India, controlling the railroads, the telegraph and telephone lines, and the military depots, are in possession of weapons which they did not have at the time of the Mutiny fifty years ago. Today they could strike quickly and in force at any centre of rebellion, and resistance would be short-lived. The agitators in India have no such cause as the Russian peasants have, and while they have grievances it is well that the extremists cannot stir up a formidable insurrection to suppress which would set back the clock of progress by another fifty years. The larger liberties are being extended gradually to the people of India, and such advances toward complete self-government as are made are safe and represent ground permanently gained. The terrorists, of whom some Indian provinces have developed a considerable number, will be sternly dealt with, but Lord Morley makes it plain that the bomb-throwing by the few will not cause the government to punish the many by withholding from them an encouraging and ever increasing share in the management of public affairs.

NOTE AND COMMENT

"The administration of Montreal's affairs," says the Montreal Herald, "should be placed in the hands of a small executive body chosen independently of the city council, but responsible for the introduction of proposed legislation into the council and for the carrying of it into effect when passed."

Montreal is a large city. In smaller places it is found simpler to re-elect the same old aldermen year after year, pay the bills, and let it go at that.

* * *

Work, not charity, is the boon the ablebodied unemployed need, here as elsewhere.

* * *

The aldermen have decided to employ a city engineer, but the nature of his duties and the extent of his authority remain to be defined.

* * *

St. John loses one of its best citizens by the death of Mr. T. S. Simms. A leader in business and in church matters, he was a man of sterling value to the community, and he will be mourned sincerely by a large circle.

* * *

Between those who are unemployed and those who are coasting down the selected hills the average citizen has to keep his eyes open to avoid collisions. Having provided the coasters with amusement, the next step is to provide work for those who have none and who really want it.

DR. CABOT ON MENTAL CURE

Harvard Professor Praises Emmanuel Movement

In Lecture at St. George's Church He Says that Book Learning Is Not the Important Thing, but Human Sympathy; Why He Does Not Fear Abuses--"Team Work Needed."

(N. Y. Evening Post).

Dr. Richard Cabot, of Boston, one of the professors in the Harvard Medical School, addressed a large audience in defence of the Emmanuel movement in St. George's church today. At the conclusion he asked for questions from the audience. They came promptly enough, and were answered as quickly. Many of them were propounded by women. The audience was one of the largest that had gathered at the morning meetings, and after the open discussion most of those present waited to meet the speaker, who was presented by the rector, the Rev. Hugh Birckhead.

In opening his address, Dr. Cabot referred to the origin of the movement, its growing popularity with the people, and the attacks that had been made upon it. It was started, he said, as a work in which the clergymen and the doctors, the church and science, had joined hands in effecting cures of moral and nervous ills. Now, he said, he wanted to advocate an addition to the ranks of these benefactors to mankind, namely, the social workers.

"Let us not have a dual alliance," he said, "but a triple alliance. It is to my mind one of the faults of the movement that the social workers are not organized for this field of duty and associated with the clergymen and the doctors. What we need is more team work. This alliance of three can accomplish what a union of two cannot. The social workers could immediately help to carry the movement to places that the church and the men of science would not be able to approach—for a considerable time, at least.

"A great deal has been said about the Emmanuel Movement spreading too fast, and some have said that in certain cases it is possible to play upon emotional and hysterical sides of patients and cause more harm than good. I have never shared that belief.

HARD WORK INVOLVED.

"The work is too hard. More than that, if a worker errs in his treatment, he soon finds it out. If a clergyman undertakes to treat physical ills with moral and religious teachings, he is aware of any mistake he may make, quick enough. It will come back to him in numerous ways—comment, public and private, harsh criticism, painful oftentimes. He will be laughed at and will lose prestige if he does not succeed. Doctors do not have this advantage. If they make an error, no matter how serious, they are seldom criticized by public opinion. For this reason, if for no other, I believe no large number of unprepared clergymen will rush into the field of labor, and those who take up the work will go into it conscientiously and with grave regard for the responsibilities.

"It does not matter if the worker has not a great acquaintance with books on morbid psychology. His success depends upon his humanity, love, and sympathy for the afflicted and his ability to understand the people. This quality is a natural trait and cannot be won from books. The worker who can go among a people, get to know their thoughts, and lives and feels the very atmosphere in which his charges live—this person is as powerful a doer of good as the most advanced scholar that leaves a university."

Dr. Cabot laid further emphasis upon the value of the social worker in the movement. He spoke of the work of himself and Dr. James Putnam in the Massachusetts General Hospital, and said that they combined morals and religion with their professional practice. Their patients were just such persons, he believed, as would go to the Emmanuel church for help.

He appealed to the doctors, clergymen, teachers, employers of labor, and social workers to get together, and, by an interchange of the knowledge held by each, to add to the general fund and help the cause of humanity. Such co-operation would mean much, he said, to the Emmanuel church.

QUESTIONS FROM AUDIENCE.

Then came the questions asked and answered. The first was put to the Rev. Mr. Birckhead, who was asked to define the difference between the hynotic sleep and the sleep induced upon a parishioner who came to the rector in his studio recently. The rector said that the parishioner came one day and complained that he was a victim of insomnia and worried so much about business affirs that he could get no rest.

"I told that man," said Mr. Birckhead, "that he had come to the right place for relief, for in my studio there was no worry and no trouble. My study chair stood close by, and I told him to sit down and rest. I went out of the room presently, and when I returned he was fast asleep. This was a natural sleep."

"Did you awaken him, or did he arouse himself" asked the questioner.

"I had to awaken him," said the rector with a smile, "but not by hypnotism. It was time for him to go back to work."

"Has a minister power at his disposal, not at the hand of the doctor or layman?" was one of the questions put to Dr. Cabot. "And if he has not that power, is he justified to work upon the belief of the patient to accomplish his end?"

"Any religious man," answered Dr. Cabot, "whether he is a clergyman or not, has a power which others, not religious, lack. The same is true of an educated man who possesses something which the uneducated man has not. If the clergyman has this power, and uses it to play upon the ignorance of those who come to him, he is practising the same methods as the surgeon does who uses a tuning fork before a clinic, and calls it a magnet. Both are practising deception.

"Are there any diseases where the doctor and the clergyman can work together?" was another question.

"Yes," was the answer. "I have in mind a patient in a great sanatorium, who is being treated for tuberculosis. Her progress is such that she will undoubtedly recover some time, but her mind and spiritual side are in such a state of antagonism that if she only had the companionship of some advisor who could encourage her to work in harmony with those about her, I am sure that her recovery would be rapid."

Dr. Cabot is one of the most prominent physicians in Boston, where he is a member of the faculty of the Harvard Medical School, and one of the physicians of the Massachusetts General Hospital. He is the author of several important medical works, widely used as text-books, including Clinical Examination of the Blood, Serum Diagnosis of Disease, Physical Diagnosis, and Case-Teaching in Medicine.

Parker Moore, whose knee was badly injured while working on a P. E. I. railroad wrecking train last week, lost the tops of his fingers in the railway machine shop a few months ago. He is now in the Charlottetown hospital.

In Saturday's country market at Moncton turkeys were selling at 20 to 21 cents per pound, although they were abundant. Geese were procurable at $1.25 to $1.50, and ducks $1.50 per pair.

FATHER GAYNOR RECONCILED WITH CHURCH

Likely to Retire to Monastery for a Time, Says Report

ALL NOT ARRANGED

Is Asked About Rumor of Reconciliation, and Says It is Correct, But Cannot Speak of Lines That Will Be Followed.

Father W. C. Gaynor, whose breach with the Catholic church authorities in the diocese of St. John will be recalled, has become reconciled with the church.

One of the reports in connection with this is that the former curate of St. John the Baptist church will retire to a monastery for a time, but confirmation of this can not be had.

The matter has taken form very lately and it is known that some weeks ago Father Gaynor called at the bishop's palace and was received by His Lordship Bishop Casey and that other meetings have since taken place.

Nothing as to what transpired at these meetings of bishop and priest can be learned, but it is known that reconciliation has come about.

Father Gaynor was asked Friday as to the truth of a report to this effect, which had reached The Telegraph, and said that a reconciliation between the bishop and himself had been effected before his lordship left for Montreal on his mission to bless the bells of St. Patrick's church.

Asked as to any plans he had formed, Father Gaynor said that was a matter in the hands of the bishop. He was also asked about a report that he might retire into a monastery for a time, but said he had not heard that was to be. As to the lines upon which reconciliation had come about, Father Gaynor added that he had nothing to say.

TRANSFER OF PROPERTY AT ST. MARTINS

Bay Shore Lumber Company Buy from Robert Carson and Ernest Vaughan.

Robert Connely, manager for the Bay Shore Lumber Company, is at the Dufferin. He drove here from St. Martins Friday, accompanied by Justus W. Cowles, of New York, and P. Nearing, of Brunswick (Me.) They came by way of Tynemouth Creek and Black River, and report that the sleighing all the way is excellent.

Mr. Cowles, who is a lawyer, was engaged superintending the transfer of the wharf property owned by Robert Carson and Ernest Vaughan in St. Martins to the Bay Shore company. The property has been acquired by the company to give them facilities to ship their pulp wood and lumber. Mr. Nearing is the chief accountant for the company in Brunswick (Me.) and was auditing the books in this province.

Mr. Connely reports that the company's operations are now in full blast for the season. At Great Salmon River they expect to get out 5,000,000 or 6,000,000 feet of logs and 2,000 cords of pulp wood. Besides this, they will have about 4,000 cords of pulp wood at Tynemouth Creek and the same amount at Black River.

IMPROVEMENT OF TIMES IN WEST

Senator King, Home from Cranbrook, Says Conditions Have Much Improved.

Senator King arrived in the city Friday after a visit to Cranbrook (B. C.), where he has interests. He says the conditions in the west are brightening and while not equal to what they were before the depression set in, have become much better than during the hard times.

The people have faith in the country, he said, and if there was shrinkage in land values, one did not hear them speak of it. In general the land had been held for the improvement which all felt would come. The big wheat crop this year and the good results in cattle business, said the senator, had made matters brighter.

THIRTY DIPHTHERIA CASES IN ST. JOHN SO FAR DURING DECEMBER

At the present time so far as the board of health reports show, there are fourteen cases of diphtheria in the city and county of St. John. During the present month thirty cases have been reported so far. Sixteen have recovered and the placards have been taken down from the houses. There have been no deaths from the disease.

In November there were sixty-six cases reported to the board of health.

The S. S. Bruce, which has been undergoing a renovation at St. John's, Newfoundland, has resumed the North Sydney-Port au Basque route, and the Glencoe, which was temporarily on the route has been withdrawn.

STOP THAT COUGH

Don't you know that every day you neglect it, only allows it to become more deeply rooted in your lungs?

Wine of Tar Honey and Wild Cherry

is simply what its name implies. It contains no opiates or other injurious drugs, and we absolutely guarantee it to cure any form of cough, cold, bronchial trouble, huskiness, loss of voice, and any irritation or inflammation of the throat or bronchial tubes.

If it is not all we claim it to be, go back to your dealer and he will refund your money.

AT ALL DEALERS.
GET IT TODAY.

Large 6 oz. bottle (enough for any ordinary cold), 35c.

MANF'D BY
THE BAIRD CO. LTD.
MFG. CHEMISTS
WOODSTOCK N.B.

HEALTHY, HAPPY CHILDREN

are a joy to every mother's heart. Thin, irritable, puny children who are always craving meat and sweets, in nine cases out of ten, suffer from WORMS, and should have careful attention.

DR. McLEAN'S VEGETABLE WORM SYRUP

and pleasant remedy that will soon bring the little ones back health and happiness.

THE BAIRD CO. LTD.
MFG. CHEMISTS
WOODSTOCK N.B.

The Army of God-Knows-Where.

(Civil Engineers).

No bands are playing gaily when they're going into action.
No crowds are cheering madly at their deeds of derring-do;
They are owing small allegiance to any flag or faction—
Their colors on the sky-line and their war cry, "Put it through!"

Ahead of bath and Bible and of late repeating rifle,
The flags can only follow to the starting of their trail;
They herd the leagues behind them every mile the merest trifle;
They mark the paths of safety for the slower sail and rail.

They work the Quite Impossible; they scoff the earth and water—
They've solved the problems of the air and found them easy, too.
They quell the ocean's raging, the mountains' fearful hauteur,
As they march toward the sky-line with the war cry, "Put it through!"

Their standards kiss the breezes from the Arctic's cooling ices
To where the South Pole's poking out its undiscovered head;
You can see their chains a-snaking through the lands of rum and spices—
And East and West you'll always find their unrepining dead.

No time for love and laughter, with their rods upon their shoulders
No time to think with vain regret of home or passing friends
They are slipping down the chasms, charging up the mighty bowlders,
The compass stops from overwork the pathway never ends.

They sit the gullet of the earth; disgorge its boarded riches
(But life's too short for them to stop and snatch a rightful share);
They've a booking on the Congo putting in some water ditches;
A dating to take tea with death; they make it by a hair!

You will find their pickets watching in the unexpected places;
You will hear them talking freely of the Things-That-Can't-Be-Done;
Oh, the Faith they speak so strongly and the Hope that's in their faces—
It lights the gloom of What's-the-Use as brightly as the sun!

No bands are playing gaily and no crowds are madly cheering;
No telegraph behind them tells their deeds of derring-do;
But forward goes the legion, never doubting, never fearing—
Their colors on the sky-line and their war cry, "Put it through!"
—Alfred Damon Bunyon, in the Bohemian Magazine.

The long-overdue freight steamers Sticklestad and Falco from Glasgow for Sydney have not reached the latter port yet. The Sticklestad left Scotland on November 23 and the Falco four days later. Each ship is about 3,000 tons, and as both are heavily laden, fears are entertained that they may have foundered in the hurricanes that have been sweeping the Newfoundland coast. The theories offered for their safety are that possibly both have put into some port for refuge or that they have been disabled and drifted out of the beaten path. The voyage from Glasgow to Sydney usually consumes eight days.

M. F. Schurman & Co.'s representative has returned to Charlottetown from Chatham, where he was attending to the interests of the concern in connection with the disposal of the cargo of the wrecked schooner Alberta, the company owning the load.